Cermak Rd and Mannheim Rd
<Southbound>

Westchester, IL
RLR 3 Year Follow-Up
Evaluation Report

Reference No: 016-59690
February 2020

February 19 , 2020

Thomas G. Gallenbach, P.E.
Area Permit Engineer
Illinois Department of Transportation
Bureau of Traffic
201 West Center Court
Schaumburg, Illinois 60196-1096

Re: RLR 3 Year Follow-Up Evaluation Report
Mannheim Rd and
Cermak Road
Village of Westchester
Ref #: 016 –59690

Dear Mr. Gallenbach:

Please find enclosed a copy of the 3 Year RLR Follow-Up Evaluation Report for the intersection of Mannheim Rd and Cermak Rd, Westchester, Illinois.

In this submittal, included are: RLR Camera Location, Implementation Date, System Manufacturer and Contractors, RLR Crash Data and Analysis, Traffic Volume History, Summary of Adjudication, and Summary section.

If you have any questions with regard to this submittal or require any additional information, please feel free to contact us at 708-354-0060, dbabich@westchesterpolice.com.

Best Regards,

Daniel Babich

On behalf of the Village of Westchester
Daniel Babich
Chief of Police

3 Year Evaluation Checklist

RLR FOLLOW-UP EVALUATION REPORT CHECKLIST

Reference Number:			Date:
Location:			Firm:
Yes	No	N/A	
☐	☐	☐	Intersection location and RLR camera approaches identified
☐	☐	☐	Date of RLR camera implementation
☐	☐	☐	RLR camera system manufacturer and contractor name
☐	☐	☐	Crash data including 3 years prior to RLR camera installation with post period crash data
☐	☐	☐	Analysis of crash data
☐	☐	☐	Signal timing changes
☐	☐	☐	Traffic volumes before and after RLR cameras
☐	☐	☐	Recommendations
☐	☐	☐	Summary of adjudication experience and results

Table of Contents

1. RLR Camera Location, Live Date, System Manufacturer and Contractors

In 2013, the **Village of Westchester** received approval from the Illinois Department of Transportation (IDOT) to install the current Red Light Running (RLR) camera at the **Southbound** approach of **Cermak Rd and Mannheim Rd**. The installation followed a comprehensive analysis and vendor transfer process. The dates of the most relevant events are listed below:

- Year in which camera with previous vendor went live: **2008**
- Date on which camera with previous vendor was removed: **06/2013**
- Date on which camera went live with current vendor: **11/2013**
- Date on which the 1 Year Follow-Up Evaluation Report was submitted to the IDOT: **12/2015**

No changes were made to the traffic signal timing or any other settings pertaining to operation of traffic signals at this intersection following the camera installation.

Below are the RLR camera system manufacturer and contractor information.

RLR Camera System Manufacturer **SafeSpeed, LLC** 150 North Wacker Drive Floor 8 Chicago, IL 60606 Phone: (877) 237-2331 Fax: (877) 237-2302 Email: info@safespeedllc.com Web: safespeedllc.com Key Contact: Ryan Kim Phone: (312) 924-7248 Email: rkim@safespeedllc.com	Electrical Contractor **Meade Electric Company** 9550 West 55 Street McCook, IL 60525 Phone: (708) 588-2500 Fax: (708) 588-2501 Email: info@meadeelectric.com Web: meadeelectric.com Key Contact: Mr. Michael Knutson Phone: (708) 588-2500 Email: mkk@meade100.com

2. RLR Crash Data and Analysis

The table below shows a summary of motor vehicle crashes at the intersection of **Cermak Rd and Mannheim Rd** over a span of 8 years.*

	Angle	Turning	Rear End	Pedestrian/ Pedalcyclist	Sideswipe	Fixed Object	Other Non-Collision	Total
2010	0	4	5	1	1	0	0	**11**
2011	2	4	3	1	0	0	0	**10**
2012	1	5	9	1	0	0	0	**16**
2013	1	5	13	0	0	0	0	**19**
2014	0	8	9	2	0	0	0	**19**
2015	0	5	4	0	2	0	0	**11**
2016	0	2	6	0	0	1	1	**10**
2017	1	4	6	1	2	0	0	**14**

- The data from 2010-2012 shows the period prior to the RLR camera vendor transfer.
- The data from 2013 shows the year in which the current camera was installed.
- The data from 2014-2017 shows the period following the vendor transfer.

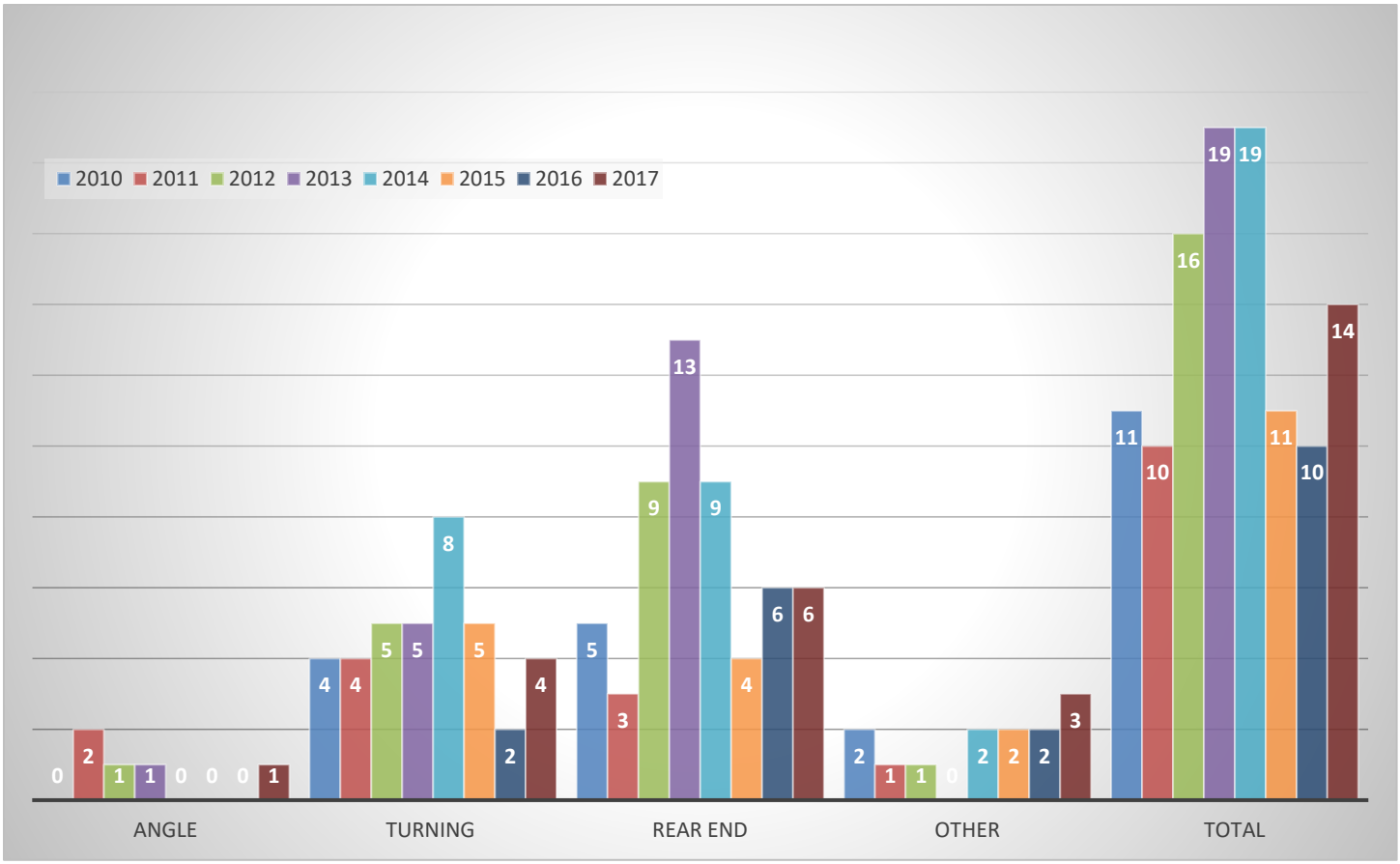
	Before Transfer				After Transfer			
Type \ Year	**2010**	**2011**	**2012**	**2013**	**2014**	**2015**	**2016**	**2017**
Angle	0	2	1	1	0	0	0	1
Turning	4	4	5	5	8	5	2	4
Total	**4**	**6**	**6**	**6**	**8**	**5**	**2**	**5**
Yearly Average	**5.33**				**5.00**			

	Before Transfer				After Transfer			
Type \ Year	**2010**	**2011**	**2012**	**2013**	**2014**	**2015**	**2016**	**2017**
Rear End	**5**	**3**	**9**	**13**	**9**	**4**	**6**	**6**
Yearly Average	**5.67**				**6.25**			

* DISCLAIMER: The motor vehicle crash data referenced herein was provided by the IDOT. Any conclusions drawn from analysis of the aforementioned data are the sole responsibility of the data recipient(s). Additionally, for coding years 2015 to present, the Bureau of Data Collection uses the exact latitude/longitude supplied by the investigating law enforcement agency to locate crashes. Therefore, location data may vary in previous years since data prior to 2015 was physically located by bureau personnel.

** Please note that the law regarding the crash reporting threshold for Property Damage Only crashes was amended effective January 1, 2009, to the following: When all drivers involved in a crash are insured, the amount of damage to the property of any one person that must be reported increased from $500 to $1,500. If any driver does not have insurance, the threshold remains at $500. This change in law precludes comparison of 2009 and later Property Damage Only crashes and Total crashes with such crashes for previous years. The change did NOT affect the reporting of injury or fatal crashes.

The Chart below shows the trends of each crash type from 2010-2017.



From 2010-2012, prior to the RLR camera vendor transfer, there were 16 angle/turning crashes; this averages out to 5.33 crashes a year. From 2014-2017, post RLR camera vendor transfer, there were 20 angle/turning crashes; this averages out to 5 crashes per year, resulting in a 6.25% reduction in angle/turning crashes in direct comparison with the time period aforementioned.

From 2010-2012, prior to the RLR camera vendor transfer, there were 17 rear end crashes; this averages out to 5.67 crashes a year. From 2014-2017, post RLR camera vendor transfer, there were 25 rear end crashes; this averages out to 6.25 crashes per year, resulting in a 10.29% increase in rear end crashes in direct comparison with the time period aforementioned.

The following pages contain crash data summary pages from 2010-2017. The complete crash data can be obtained by contacting the IDOT via DOT.DTS.DataRequests@illinois.gov.

Illinois Department of Transportation
Division of Traffic Safety

Collision Diagram

1/1/2010 to 12/31/2010

Crash Route: US012 | From MileStation 57 to 57 | County : Cook | Intersection Related: Intersections | *See Notes at End of Report.

TOTAL CRASHES	FATAL CRASHES	A INJURY CRASHES	B INJURY CRASHES	C INJURY CRASHES	PROPERTY DAMAGE CRASHES	TOTAL KILLED	TOTAL INJURED	A INJURIES	B INJURIES	C INJURIES
11	0	0	3	0	8	0	3	0	3	0

Type of Crash	*Total*	*%*
Pedalcyclist	1	9.1%
Rear End	5	45.5%
Sideswipe Same Direction	1	9.1%
Turning	4	36.4%
TOTAL:	***11***	

Dayof Wk	*Total*	*%*
Monday	4	36.4%
Tuesday	1	9.1%
Wednesday	1	9.1%
Thursday	2	18.2%
Friday	2	18.2%
Saturday	1	9.1%
TOTAL:	***11***	

Hour of Day	*Total*	*%*
06 AM	1	9.1%
09 AM	1	9.1%
10 AM	1	9.1%
11 AM	2	18.2%
1 PM	1	9.1%
2 PM	1	9.1%
3 PM	1	9.1%
5 PM	2	18.2%
6 PM	1	9.1%
TOTAL:	***11***	

Vehicle Type	*Total*	*%*
Passenger	13	59.1%
Pickup	2	9.1%
SUV	4	18.2%
Tractor with Semi-Trailer	2	9.1%
Van/Mini-Van	1	4.5%
TOTAL:	***22***	

Weather Cond	*Total*	*%*
Clear	10	90.9%
Snow	1	9.1%
TOTAL:	***11***	

Light Cond	*Total*	*%*
Darkness	1	9.1%
Daylight	9	81.8%
Dusk	1	9.1%
TOTAL:	***11***	

Road Surface	*Total*	*%*
Dry	9	81.8%
Snow or Slush	1	9.1%
Wet	1	9.1%
TOTAL:	***11***	

DIRP	*Total*	*%*
East	4	18.2%
North	6	27.3%
South	3	13.6%
Southwest	1	4.5%
Unknown	1	4.5%
West	7	31.8%
TOTAL:	***22***	

Illinois Department of Transportation
Division of Traffic Safety

Collision Diagram

1/1/2011 to 12/31/2011

Crash Route: US012 | From MileStation 57 to 57 | County : Cook | Intersection Related: Intersections | *See Notes at End of Report.

TOTAL CRASHES	FATAL CRASHES	A INJURY CRASHES	B INJURY CRASHES	C INJURY CRASHES	PROPERTY DAMAGE CRASHES	TOTAL KILLED	TOTAL INJURED	A INJURIES	B INJURIES	C INJURIES
10	0	0	0	2	8	0	2	0	0	2

Type of Crash	*Total*	*%*
Angle	2	20.0%
Pedestrian	1	10.0%
Rear End	3	30.0%
Turning	4	40.0%
TOTAL:	***10***	

Dayof Wk	*Total*	*%*
Monday	4	40.0%
Tuesday	2	20.0%
Wednesday	2	20.0%
Saturday	1	10.0%
Sunday	1	10.0%
TOTAL:	***10***	

Hour of Day	*Total*	*%*
Midnight	1	10.0%
07 AM	1	10.0%
09 AM	1	10.0%
2 PM	1	10.0%
3 PM	1	10.0%
4 PM	1	10.0%
5 PM	1	10.0%
6 PM	1	10.0%
7 PM	2	20.0%
TOTAL:	***10***	

Vehicle Type	*Total*	*%*
Bus up to 15 Passengers	1	5.3%
Passenger	14	73.7%
SUV	2	10.5%
Van/Mini-Van	2	10.5%
TOTAL:	***19***	

Weather Cond	*Total*	*%*
Clear	10	100.0%
TOTAL:	***10***	

Light Cond	*Total*	*%*
Darkness	1	10.0%
Darkness, Lighted Road	1	10.0%
Daylight	7	70.0%
Dusk	1	10.0%
TOTAL:	***10***	

Road Surface	*Total*	*%*
Dry	9	90.0%
Wet	1	10.0%
TOTAL:	***10***	

DIRP	*Total*	*%*
East	3	15.8%
North	4	21.1%
Northeast	1	5.3%
South	5	26.3%
West	6	31.6%
TOTAL:	***19***	

Illinois Department of Transportation
Division of Traffic Safety

Collision Diagram

1/1/2012 to 12/31/2012

Crash Route: US012 | From MileStation 57 to 57 | County : Cook | Intersection Related: Intersections | *See Notes at End of Report.

TOTAL CRASHES	FATAL CRASHES	A INJURY CRASHES	B INJURY CRASHES	C INJURY CRASHES	PROPERTY DAMAGE CRASHES	TOTAL KILLED	TOTAL INJURED	A INJURIES	B INJURIES	C INJURIES
16	0	0	1	2	13	0	8	0	5	3

Type of Crash	*Total*	*%*
Angle	1	6.3%
Pedalcyclist	1	6.3%
Rear End	9	56.3%
Turning	5	31.3%
TOTAL:	***16***	

Dayof Wk	*Total*	*%*
Monday	5	31.3%
Tuesday	1	6.3%
Wednesday	2	12.5%
Thursday	2	12.5%
Friday	3	18.8%
Saturday	3	18.8%
TOTAL:	***16***	

Hour of Day	*Total*	*%*
08 AM	1	6.3%
09 AM	2	12.5%
Noon	1	6.3%
1 PM	1	6.3%
3 PM	4	25.0%
4 PM	2	12.5%
5 PM	1	6.3%
6 PM	2	12.5%
8 PM	2	12.5%
TOTAL:	***16***	

Vehicle Type	*Total*	*%*
Passenger	25	75.8%
SUV	3	9.1%
Tractor Without Semi-Trailer	1	3.0%
Unknown	1	3.0%
Van/Mini-Van	3	9.1%
TOTAL:	***33***	

Weather Cond	*Total*	*%*
Clear	14	87.5%
Rain	2	12.5%
TOTAL:	***16***	

Light Cond	*Total*	*%*
Darkness	1	6.3%
Darkness, Lighted Road	3	18.8%
Daylight	11	68.8%
Dusk	1	6.3%
TOTAL:	***16***	

Road Surface	*Total*	*%*
Dry	12	75.0%
Ice	1	6.3%
Wet	3	18.8%
TOTAL:	***16***	

DIRP	*Total*	*%*
East	20	60.6%
North	2	6.1%
Northeast	1	3.0%
South	1	3.0%
Southeast	1	3.0%
Unknown	1	3.0%
West	7	21.2%
TOTAL:	***33***	

Illinois Department of Transportation
Division of Traffic Safety

Collision Diagram

1/1/2013 to 12/31/2013

Crash Route: US012 | From MileStation 57 to 57 | County : Cook | Intersection Related: Intersections | *See Notes at End of Report.

TOTAL CRASHES	FATAL CRASHES	A INJURY CRASHES	B INJURY CRASHES	C INJURY CRASHES	PROPERTY DAMAGE CRASHES	TOTAL KILLED	TOTAL INJURED	A INJURIES	B INJURIES	C INJURIES
19	0	1	1	4	13	0	9	3	2	4

Type of Crash	*Total*	*%*
Angle	1	5.3%
Rear End	13	68.4%
Turning	5	26.3%
TOTAL:	***19***	

Dayof Wk	*Total*	*%*
Monday	3	15.8%
Tuesday	4	21.1%
Wednesday	1	5.3%
Thursday	4	21.1%
Friday	3	15.8%
Saturday	3	15.8%
Sunday	1	5.3%
TOTAL:	***19***	

Hour of Day	*Total*	*%*
06 AM	1	5.3%
07 AM	1	5.3%
08 AM	3	15.8%
Noon	2	10.5%
3 PM	1	5.3%
4 PM	1	5.3%
5 PM	5	26.3%
6 PM	2	10.5%
7 PM	3	15.8%
TOTAL:	***19***	

Vehicle Type	*Total*	*%*
Other	1	2.5%
Passenger	30	75.0%
Pickup	1	2.5%
SUV	3	7.5%
Tractor With Semi-Trailer	1	2.5%
Truck Single Unit	2	5.0%
Van/Mini-Van	2	5.0%
TOTAL:	***40***	

Weather Cond	*Total*	*%*
Clear	17	89.5%
Rain	2	10.5%
TOTAL:	***19***	

Light Cond	*Total*	*%*
Darkness	3	15.8%
Darkness/ Lighted Road	2	10.5%
Daylight	13	68.4%
Dusk	1	5.3%
TOTAL:	***19***	

Road Surface	*Total*	*%*
Dry	16	84.2%
Wet	3	15.8%
TOTAL:	***19***	

DIRP	*Total*	*%*
East	7	17.5%
North	3	7.5%
Northeast	2	5.0%
South	11	27.5%
Southwest	1	2.5%
West	16	40.0%
TOTAL:	***40***	

Illinois Department of Transportation
Division of Traffic Safety

Collision Diagram

1/1/2014 to 12/31/2014

Crash Route: US012 | From MileStation 57 to 57 | County : Cook | Intersection Related: Intersections | *See Notes at End of Report.

TOTAL CRASHES	FATAL CRASHES	A INJURY CRASHES	B INJURY CRASHES	C INJURY CRASHES	PROPERTY DAMAGE CRASHES	TOTAL KILLED	TOTAL INJURED	A INJURIES	B INJURIES	C INJURIES
19	0	0	4	2	13	0	7	0	5	2

Type of Crash	*Total*	*%*
Pedalcyclist	1	5.3%
Pedestrian	1	5.3%
Rear End	9	47.4%
Turning	8	42.1%
TOTAL:	***19***	

Dayof Wk	*Total*	*%*
Monday	4	21.1%
Tuesday	5	26.3%
Wednesday	4	21.1%
Thursday	1	5.3%
Friday	2	10.5%
Sunday	3	15.8%
TOTAL:	***19***	

Hour of Day	*Total*	*%*
02 AM	1	5.3%
05 AM	1	5.3%
06 AM	2	10.5%
07 AM	2	10.5%
09 AM	1	5.3%
11 AM	1	5.3%
2 PM	2	10.5%
3 PM	1	5.3%
4 PM	1	5.3%
5 PM	2	10.5%
6 PM	3	15.8%
8 PM	1	5.3%
9 PM	1	5.3%
TOTAL:	***19***	

Vehicle Type	*Total*	*%*
Motorcycle (Over 150cc)	1	2.7%
Other	1	2.7%
Passenger	27	73.0%
Pickup	1	2.7%
SUV	3	8.1%
Van/Mini-Van	4	10.8%
TOTAL:	***37***	

Weather Cond	*Total*	*%*
Clear	14	73.7%
Cloudy/Overcast	1	5.3%
Other	1	5.3%
Rain	1	5.3%

Light Cond	*Total*	*%*
Darkness	2	10.5%
Darkness/ Lighted Road	2	10.5%
Dawn	2	10.5%
Daylight	12	63.2%

Road Surface	*Total*	*%*
Dry	15	78.9%
Snow or Slush	2	10.5%
Unknown	1	5.3%
Wet	1	5.3%
TOTAL:	***19***	

DIRP	*Total*	*%*
East	11	29.7%
North	7	18.9%
Northeast	3	8.1%
South	3	8.1%
Southwest	1	2.7%

Illinois Department of Transportation
Division of Traffic Safety

Coordinate Collision Diagram Report

1/1/2015 to 12/31/2015

For XCoordinate 2919253.42707388 : YCoordinate 1895661.87943496 | Foot Tolerance : 250 | County : Cook | Intersection Related: Intersections | *See Notes at End of Report.

TOTAL CRASHES	FATAL CRASHES	A INJURY CRASHES	B INJURY CRASHES	C INJURY CRASHES	PROPERTY DAMAGE CRASHES	TOTAL KILLED	TOTAL INJURED	A INJURIES	B INJURIES	C INJURIES
11	0	0	1	2	8	0	8	0	3	5

Type of Crash	*Total*	*%*
Rear End	4	36.4%
Sideswipe Same Direction	2	18.2%
Turning	5	45.5%
TOTAL:	***11***	

Dayof Wk	*Total*	*%*
Monday	1	9.1%
Tuesday	1	9.1%
Wednesday	2	18.2%
Thursday	3	27.3%
Friday	2	18.2%
Saturday	2	18.2%
TOTAL:	***11***	

Hour of Day	*Total*	*%*
04 AM	1	9.1%
08 AM	1	9.1%
11 AM	3	27.3%
3 PM	2	18.2%
4 PM	1	9.1%
5 PM	1	9.1%
8 PM	1	9.1%
9 PM	1	9.1%
TOTAL:	***11***	

Vehicle Type	*Total*	*%*
Passenger	26	83.9%
Pickup	2	6.5%
SUV	2	6.5%
Van/Mini-Van	1	3.2%
TOTAL:	***31***	

Weather Cond	*Total*	*%*
Clear	9	81.8%
Rain	2	18.2%
TOTAL:	***11***	

Light Cond	*Total*	*%*
Darkness	1	9.1%
Darkness, Lighted Road	1	9.1%
Daylight	9	81.8%
TOTAL:	***11***	

Road Surface	*Total*	*%*
Dry	8	72.7%
Wet	3	27.3%
TOTAL:	***11***	

DIRP	*Total*	*%*
East	9	29.0%
North	3	9.7%
Northeast	2	6.5%
Northwest	3	9.7%
South	5	16.1%
Southwest	1	3.2%
West	8	25.8%
TOTAL:	***31***	

Illinois Department of Transportation
Division of Traffic Safety

Coordinate Collision Diagram Report

1/1/2016 to 12/31/2016

For XCoordinate 2919253.42707388 : YCoordinate 1895661.87943496 | Foot Tolerance : 250 | County : Cook | Intersection Related: Intersections | *See Notes at End of Report.

TOTAL CRASHES	FATAL CRASHES	A INJURY CRASHES	B INJURY CRASHES	C INJURY CRASHES	PROPERTY DAMAGE CRASHES	TOTAL KILLED	TOTAL INJURED	A INJURIES	B INJURIES	C INJURIES
10	0	1	2	2	5	0	10	1	2	7

Type of Crash	*Total*	*%*
Fixed Object	1	10.0%
Other Non-Collision	1	10.0%
Rear End	6	60.0%
Turning	2	20.0%
TOTAL:	***10***	

Dayof Wk	*Total*	*%*
Tuesday	4	40.0%
Wednesday	1	10.0%
Thursday	1	10.0%
Friday	3	30.0%
Sunday	1	10.0%
TOTAL:	***10***	

Hour of Day	*Total*	*%*
07 AM	1	10.0%
09 AM	1	10.0%
1 PM	1	10.0%
3 PM	2	20.0%
4 PM	1	10.0%
5 PM	1	10.0%
7 PM	1	10.0%
8 PM	2	20.0%
TOTAL:	***10***	

Vehicle Type	*Total*	*%*
Passenger	21	84.0%
Pickup	1	4.0%
SUV	2	8.0%
Van/Mini-Van	1	4.0%
TOTAL:	***25***	

Weather Cond	*Total*	*%*
Clear	7	70.0%
Cloudy/Overcast	1	10.0%
Rain	2	20.0%
TOTAL:	***10***	

Light Cond	*Total*	*%*
Darkness, Lighted Road	1	10.0%
Daylight	8	80.0%
Dusk	1	10.0%
TOTAL:	***10***	

Road Surface	*Total*	*%*
Dry	7	70.0%
Snow or Slush	1	10.0%
Wet	2	20.0%
TOTAL:	***10***	

DIRP	*Total*	*%*
East	8	32.0%
North	7	28.0%
South	6	24.0%
West	4	16.0%
TOTAL:	***25***	

Illinois Department of Transportation
Division of Traffic Safety

Coordinate Collision Diagram Report

1/1/2017 to 12/31/2017

For XCoordinate 2919253.42707388 : YCoordinate 1895661.87943496 | Foot Tolerance : 250 | County : Cook | Intersection Related: Intersections | *See Notes at End of Report.

TOTAL CRASHES	FATAL CRASHES	A INJURY CRASHES	B INJURY CRASHES	C INJURY CRASHES	PROPERTY DAMAGE CRASHES	TOTAL KILLED	TOTAL INJURED	A INJURIES	B INJURIES	C INJURIES
14	0	0	1	4	9	0	5	0	1	4

Type of Crash	*Total*	*%*
Angle	1	7.1%
Pedalcyclist	1	7.1%
Rear End	6	42.9%
Sideswipe Same Direction	2	14.3%
Turning	4	28.6%
TOTAL:	***14***	

Dayof Wk	*Total*	*%*
Monday	7	50.0%
Tuesday	1	7.1%
Wednesday	3	21.4%
Thursday	1	7.1%
Saturday	1	7.1%
Sunday	1	7.1%
TOTAL:	***14***	

Hour of Day	*Total*	*%*
Midnight	1	7.1%
08 AM	1	7.1%
10 AM	1	7.1%
11 AM	1	7.1%
Noon	1	7.1%
1 PM	1	7.1%
3 PM	2	14.3%
5 PM	2	14.3%
6 PM	3	21.4%
7 PM	1	7.1%
TOTAL:	***14***	

Vehicle Type	*Total*	*%*
Passenger	21	77.8%
Pickup	2	7.4%
SUV	2	7.4%
Van/Mini-Van	2	7.4%
TOTAL:	***27***	

Weather Cond	*Total*	*%*
Clear	10	71.4%
Rain	3	21.4%
Snow	1	7.1%
TOTAL:	***14***	

Light Cond	*Total*	*%*
Darkness, Lighted Road	3	21.4%
Daylight	11	78.6%
TOTAL:	***14***	

Road Surface	*Total*	*%*
Dry	10	71.4%
Snow or Slush	1	7.1%
Wet	3	21.4%
TOTAL:	***14***	

DIRP	*Total*	*%*
East	6	22.2%
North	3	11.1%
Northeast	1	3.7%
South	9	33.3%
Southeast	2	7.4%
Unknown	1	3.7%

3. Traffic Volume

The table below shows a summary of the Average Daily Traffic Count (ADTC) at the intersection of **Cermak Rd and Mannheim Rd** over a span of 8 years.

The history of available ADTC on each approach was obtained from the IDOT website per the RLR Guideline document published by the IDOT and recorded in **bold** below. (http://www.gettingaroundillinois.com/gai.htm?mt=aadt)

- The data from 2010-2012 shows the period prior to the RLR camera vendor transfer.
- The data from 2013 shows the year in which the current cameras was installed.
- The data from 2014-2017 shows the period following the vendor transfer.

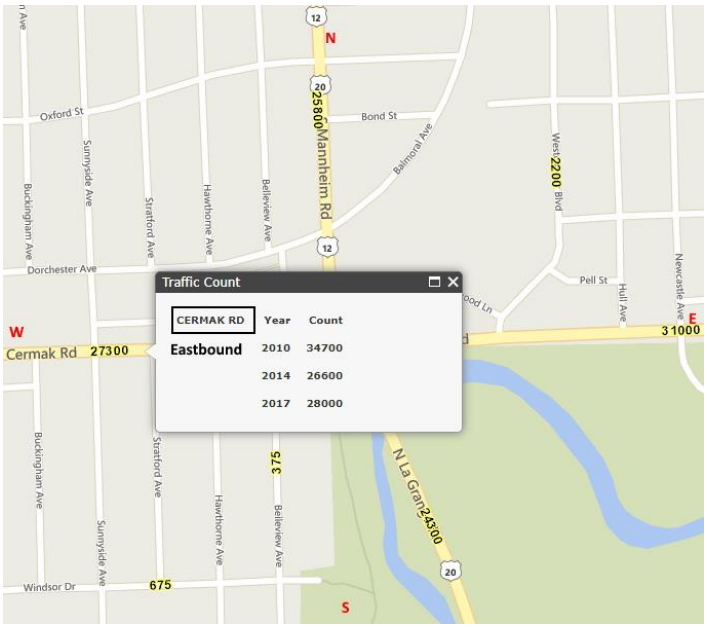
	Before Transfer				After Transfer			
Year / Direction	2010	2011	2012	2013	2014	2015	2016	2017
Eastbound	**34,700**	34,700	34,700	34,700	**26,600**	26,600	26,600	**28,000**
Westbound	**42,400**	42,400	42,400	42,400	**32,700**	32,700	32,700	**32,600**
Northbound	22,400	**21,200**	21,200	**23,600**	23,600	**24,100**	24,100	**24,300**
Southbound	26,000	**26,400**	26,400	**28,600**	28,600	**28,600**	28,600	**25,800**
Combined	**125,500**	**124,700**	**124,700**	**129,300**	**111,500**	**112,000**	**112,000**	**110,700**
Combined Avg	**124,967**				**111,550**			

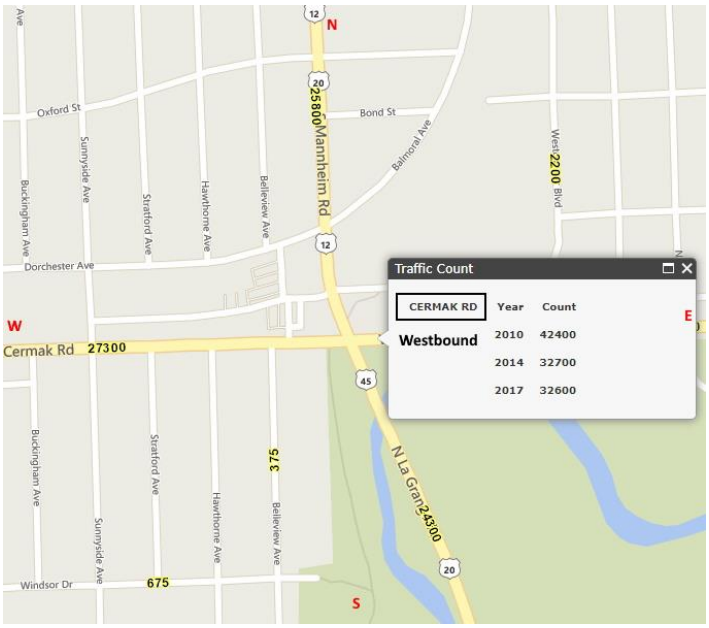
From 2010-2012, prior to the RLR camera vendor transfer, the combined average of ADTC was 124,967.

From 2014-2017, post RLR camera vendor transfer, the combined average of ADTC was 111,550, resulting in a decrease of 10.74% from the time period above.

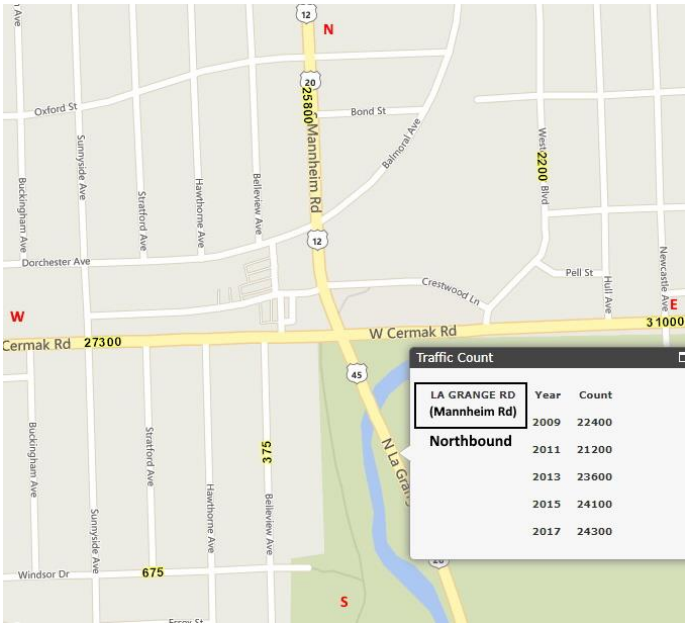
The following page will provide the complete ADTC data from 2010-2017 obtained from the IDOT's website.

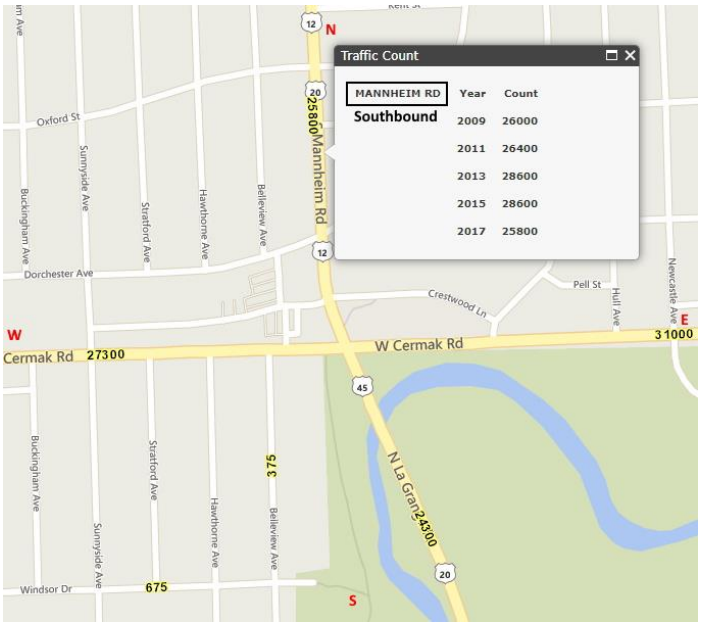
Eastbound and Westbound ADTC





Northbound and Southbound ADTC





4. Summary of Adjudication

Below are the summaries of tickets contested “in person” and “by mail” from the **Southbound** approach of **Cermak Rd and Mannheim Rd** from January 2015 to December 2015.

In Person Contest

Date	Total Contests	Found Guilty	Dismissed	Dismiss Ratio
01/01/2015 - 01/31/2015	5	5	0	**0%**
02/01/2015 - 02/28/2015	7	3	4	**57%**
03/01/2015 - 03/31/2015	8	6	2	**25%**
04/01/2015 - 04/30/2015	7	2	5	**71%**
05/01/2015 - 05/31/2015	5	4	1	**20%**
06/01/2015 - 06/30/2015	3	2	1	**33%**
07/01/2015 - 07/31/2015	4	4	0	**0%**
08/01/2015 - 08/31/2015	5	5	0	**0%**
09/01/2015 - 09/30/2015	16	13	3	**19%**
10/01/2015 - 10/31/2015	11	7	4	**36%**
11/01/2015 - 11/30/2015	6	4	2	**33%**
12/01/2015 - 12/31/2015	7	4	3	**43%**
Total	**84**	**59**	**25**	**30%**

As indicated in the table above, 84 contested tickets were reviewed by one or more Hearing Officers during the above referenced period. The Hearing Officer(s) dismissed 25 of the contested tickets, a 30% total dismissal rate.

By Mail Contest

Date	Total Contests	Found Guilty	Dismissed	Dismiss Ratio
01/01/2015 - 01/31/2015	1	1	0	**0%**
02/01/2015 - 02/28/2015	4	4	0	**0%**
03/01/2015 - 03/31/2015	9	3	6	**67%**
04/01/2015 - 04/30/2015	9	6	3	**33%**
05/01/2015 - 05/31/2015	7	7	0	**0%**
06/01/2015 - 06/30/2015	6	4	2	**33%**
07/01/2015 - 07/31/2015	4	4	0	**0%**
08/01/2015 - 08/31/2015	5	5	0	**0%**
09/01/2015 - 09/30/2015	14	11	3	**21%**
10/01/2015 - 10/31/2015	10	7	3	**30%**
11/01/2015 - 11/30/2015	2	2	0	**0%**
12/01/2015 - 12/31/2015	4	2	2	**50%**
Total	**75**	**56**	**19**	**25%**

As indicated in the table above, 75 tickets were contested by mail during the above referenced period. 19 contests by mail were dismissed, a 25% dismissal rate.

Below are the summaries of tickets contested “in person” and “by mail” from the **Southbound** approach of **Cermak Rd and Mannheim Rd** from January 2016 to December 2016.

In Person Contest

Date	Total Contests	Found Guilty	Dismissed	Dismiss Ratio
01/01/2016 - 01/31/2016	6	5	1	**17%**
02/01/2016 - 02/29/2016	6	5	1	**17%**
03/01/2016 - 03/31/2016	7	5	2	**29%**
04/01/2016 - 04/30/2016	8	5	3	**38%**
05/01/2016 - 05/31/2016	8	5	3	**38%**
06/01/2016 - 06/30/2016	20	14	6	**30%**
07/01/2016 - 07/31/2016	8	5	3	**38%**
08/01/2016 - 08/31/2016	10	7	3	**30%**
09/01/2016 - 09/30/2016	7	5	2	**29%**
10/01/2016 - 10/31/2016	9	5	4	**44%**
11/01/2016 - 11/30/2016	8	6	2	**25%**
12/01/2016 - 12/31/2016	8	3	5	**63%**
Total	**105**	**70**	**35**	**33%**

As indicated in the table above, 105 tickets notices were reviewed by one or more Hearing Officers during the above referenced period. The Hearing Officer(s) dismissed 35 of the contested tickets, a 33% total dismissal rate.

By Mail Contest

Date	Total Contests	Found Guilty	Dismissed	Dismiss Ratio
01/01/2016 - 01/31/2016	4	3	1	**25%**
02/01/2016 - 02/29/2016	4	3	1	**25%**
03/01/2016 - 03/31/2016	9	6	3	**33%**
04/01/2016 - 04/30/2016	11	8	3	**27%**
05/01/2016 - 05/31/2016	5	5	0	**0%**
06/01/2016 - 06/30/2016	12	6	6	**50%**
07/01/2016 - 07/31/2016	7	3	4	**57%**
08/01/2016 - 08/31/2016	8	6	2	**25%**
09/01/2016 - 09/30/2016	6	2	4	**67%**
10/01/2016 - 10/31/2016	11	9	2	**18%**
11/01/2016 - 11/30/2016	3	3	0	**0%**
12/01/2016 - 12/31/2016	5	3	2	**40%**
Total	**85**	**57**	**28**	**33%**

As indicated in the table above, 85 tickets were contested by mail during the above referenced period. 28 contests by mail were dismissed, a 33% dismissal rate.

Below are the summaries of tickets contested “in person” and “by mail” from the **Southbound** approach of **Cermak Rd and Mannheim Rd** from January 2017 to December 2017.

In Person Contest

Date	Total Contests	Found Guilty	Dismissed	Dismiss Ratio
01/01/2017 - 01/31/2017	10	4	6	**60%**
02/01/2017 - 02/28/2017	4	3	1	**25%**
03/01/2017 - 03/31/2017	1	1	0	**0%**
04/01/2017 - 04/30/2017	2	0	2	**100%**
05/01/2017 - 05/31/2017	7	4	3	**43%**
06/01/2017 - 06/30/2017	3	2	1	**33%**
07/01/2017 - 07/31/2017	4	4	0	**0%**
08/01/2017 - 08/31/2017	4	3	1	**25%**
09/01/2017 - 09/30/2017	5	5	0	**0%**
10/01/2017 - 10/31/2017	5	4	1	**20%**
11/01/2017 - 11/30/2017	3	2	1	**33%**
12/01/2017 - 12/31/2017	5	4	1	**20%**
Total	**53**	**36**	**17**	**32%**

As indicated in the table above, 53 tickets notices were reviewed by one or more Hearing Officers during the above referenced period. The Hearing Officer(s) dismissed 17 of the contested tickets, a 32% total dismissal rate.

By Mail Contest

Date	Total Contests	Found Guilty	Dismissed	Dismiss Ratio
01/01/2017 - 01/31/2017	10	6	4	**40%**
02/01/2017 - 02/28/2017	2	1	1	**50%**
03/01/2017 - 03/31/2017	8	4	4	**50%**
04/01/2017 - 04/30/2017	6	5	1	**17%**
05/01/2017 - 05/31/2017	10	6	4	**40%**
06/01/2017 - 06/30/2017	2	0	2	**100%**
07/01/2017 - 07/31/2017	5	4	1	**20%**
08/01/2017 - 08/31/2017	4	4	0	**0%**
09/01/2017 - 09/30/2017	18	10	8	**44%**
10/01/2017 - 10/31/2017	1	1	0	**0%**
11/01/2017 - 11/30/2017	3	3	0	**0%**
12/01/2017 - 12/31/2017	3	1	2	**67%**
Total	**72**	**45**	**27**	**38%**

As indicated in the table above, 72 tickets were contested by mail during the above referenced period. 27 contests by mail were dismissed, a 38% dismissal rate.

5. Report Summary and Recommendation

The **Village of Westchester** uses state-of-the-art digital cameras provided by SafeSpeed, LLC to execute its RLR Enforcement Safety Program. The citation and adjudication process administered by the **Village of Westchester** is conducted in a courteous, professional and timely manner and is in compliance with the RLR regulations laid out by the Illinois Department of Transportation District 1 Bureau of Traffic Operations.

From 2010-2012, prior to the RLR camera vendor transfer, the combined average of ADTC was 124,967. From 2014-2017, post RLR camera vendor transfer, the combined average of ADTC was 111,550, resulting in a decrease of 10.74% from the time period above. (See tab 3)

From 2010-2012, prior to the RLR camera vendor transfer, there were 16 angle/turning crashes; this averages out to 5.33 crashes a year. From 2014-2017, post RLR camera vendor transfer, there were 20 angle/turning crashes; this averages out to 5 crashes per year, resulting in a 6.25% reduction in angle/turning crashes in direct comparison with the time period aforementioned. From 2010-2012, there were 17 rear end crashes; this averages out to 5.67 crashes a year. From 2014-2017, there were 25 rear end crashes; this averages out to 6.25 crashes per year, resulting in a 10.29% increase in rear end crashes in before-and-after direct comparison. (See tab 2)

Studies have reported that RLR cameras generally reduce severe angle/turning crashes with an occasional increase in less-severe rear end crashes. This intersection showed a similar trend. After analyzing all of the available data, we believe that the RLR camera currently in operation at the **Southbound** approach of **Cermak Rd and Mannheim Rd** in the **Village of Westchester** continues to make a positive impact on improving traffic safety as motorists continue to adopt safer driving behavior.

Because enhanced traffic safety is the principal aim of RLR camera enforcement programs, RLRC systems should remain at this intersection as an integral part of a traffic system process that incorporates public education, enforcement and engineering.